

Getting Around Suppression in CTPP

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Background

Evaluate Transit Investments

- Regional transit mode share = 3% to 4%
- Expected to be higher in specific corridors where investments have been made



CBD to South Bay Corridor



Part 3 = Origin and Destination

- Specific corridor analysis = CTPP Part 3
- Table 306 Means of Transportation
 - Census Tract Level = Loss of 36% of Workers Residing in County due to Suppression and Rounding



How We Got Around It

“Back-door” Method*

- Divided data from Table 314 (Aggregate travel time by Means of Transportation and Time Leaving Home)
- By data from Table 308 (Mean travel time by Means of Transportation and Time Leaving Home)
- Universe = Minutes not Workers

*I learned the method from Chuck Purvis at MTC



Method

FORMULA:

$$\frac{\text{AGGREGATE TRAVEL TIME}}{\text{MEAN TRAVEL TIME}} = \text{WORKERS}$$



Results in Smaller Loss of Workers San Diego County

	Total Workers			Difference between Part 1 & Part 3	
	Part 1 (County Level)	Part 3 (Tract Level)	Part 3 "Back-door method" (Tract Level)	Without "Back-door method"	With "Back-door method"
Total	1,299,505	832,118	1,298,484	-35.97%	-0.08%
Drove Alone	960,065	584,931	960,004	-39.07%	-0.01%
Carpool	169,340	105,427	169,330	-37.74%	-0.01%
Transit	43,020	25,556	43,022	-40.60%	0.01%
Other	69,890	54,271	69,833	-22.35%	-0.08%
Worked at Home	57,180	57,089	n.a.	-0.16%	n.a.

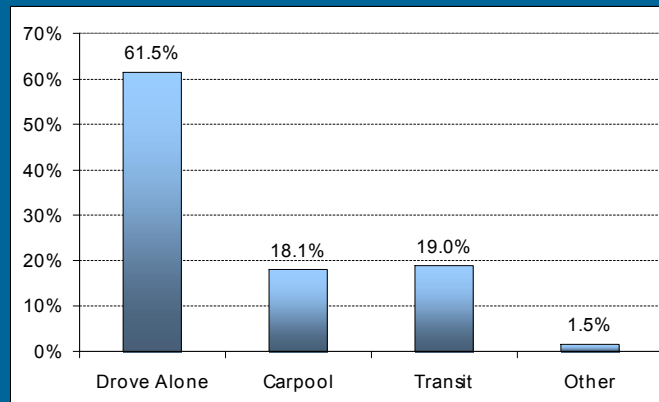


More Reliable Counts CBD to South Bay Corridor

	Without "Back-door method"	With "Back-door method"	Difference
Total	5,860	6,785	13.63%
Drove Alone	3,507	4,171	15.93%
Carpool	1,038	1,225	15.28%
Transit	1,155	1,286	10.18%
Other	66	102	35.29%



Workers Commuting to CBD from South Bay Corridor



Final Analysis

A much higher percentage of workers ride transit to work when it is available



Questions?

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